

## **IGC Steward Report**

**3<sup>RD</sup> Womens' World Gliding Championships**

**30<sup>TH</sup> July to 13<sup>TH</sup> August 2005**

**Klix (Germany)**

**Contest Director: Hanno Obermayer**

### **1 ORGANISATION**

#### **1.1 Overall organisation**

Overall organisation was effective and friendly.

#### **1.2 Quantity of officials**

Sufficient.

#### **1.3 Experience of officials**

The Aeroteam Klix has an extensive experience in organising regional and national competitions. They are competent and act as an effective team. Hanno Obermayer, the CD, is an experienced competition pilot who performed his duties in a very friendly way.

#### **1.4 Suitability of meetings and briefings**

The briefings were held in a converted hangar with all state-of the-art facilities and were short and well prepared.

All procedures were clearly explained at the first Team Captain meeting held during the training period.

The CD proposed holding a team captain meeting every day before the usual briefing. The team captains accepted this initiative and seemed to appreciate it.

#### **1.5 Suitability of weather information**

The forecasts were made by a professional meteorologist who is also a glider pilot. He had a difficult task because the weather was bad during the middle of the competition but his forecasts were fairly accurate.

#### **1.6 Suitability of facilities**

Facilities were adequate.

#### **1.7 Transportation**

We suppose that this item is related to the facilities put at disposal of the officials.

The stewards and the jury members used their own cars for the trip between the airfield and the hotel which was about 7 km away.

#### **1.8 Information dissemination (Pronouncements, schedules and decisions)**

After some fine tuning performed during the first days, all decisions, grid information, start times, outlanding and results were displayed on the official board as usual. The results were also displayed on a large screen in the briefing hangar. A wireless internet system was available in the hangar.

#### **1.9 Pilot assistance**

Pilots and crews could always find adequate assistance from the organisers at the competition office.

### **1.10 Retrieval**

There seem to have been no problems except that some crews of Eastern European pilots did not have adequate road maps.

### **1.11 Launch control for fair access and efficiency**

Launching was efficient but could have been faster since 6 Wilga's were used to launch the entire field (47 gliders) in about one hour. The start gates were generally opened on time.

### **1.12 Opening and closing ceremonies including presentation of Jury and Stewards**

The opening ceremony was held in an open air theater in Bautzen, the city next to Klix. It was a well organised and pleasant event, fully compliant with the FAI protocol.

The closing ceremony was held on the airfield and was also compliant with the FAI protocol.

### **1.13 Other social events**

Many social meetings were held:

- a get together party held the day before the opening ceremony
- an international evening
- a mid-event party with a rock band
- the famous « Babajaga » evening with the witches dancing around a camp fire...
- a farewell party.
- a guided tour of Dresden with free bus transportation was offered on a day when there were no tasks.

All these events were perfectly organised and held in a very friendly atmosphere which seems to be traditional at the WWGC.

### **1.14 Total number of scheduled days and number of contest days**

On a total of 13 scheduled days we had only 6 contest days for Club Class and 5 contest days for the remaining classes. This is due to poor weather reigning during the second week of the contest.

### **1.15 Media liaison**

The organisers put a great deal of effort into PR work. Articles were issued daily in the local newspaper. Several reports were shown on local TV.

### **1.16 Public and Internet display of real-time aircraft positions and information**

No tracking system was in use but after the competition, all flight tracks could be displayed in a dynamic and interactive way on the competition web page.

On the spot, the organisers maintained the interest of the public by commenting on the life of the event.

### **1.17 Other organisational comment**

A doping test took place. No steward was present when the pilots to be tested were drawn by lots. Unfortunately, most of the pilots selected outlanded on this day.

## **2 RULES**

### **2.1 Adequacy of Local Procedures**

The local procedures were adequate and covered all eventualities.

There had been some discussions before the contest about the handicap list but the organisers *agreed* to use the international handicap list instead of the German list.

This international list seemed to work satisfactorily.

### **2.2 Addendums or changes**

Nil.

### **2.3 Fair applications of Rules and Local Procedures**

All rules were applied fairly. The CD tried to get a consensus from the team captains for all important decisions.

### **2.4 Possible improvements of Rules and/or Local Procedures**

#### **2.4.1 Annex A**

- There is still a mistake in the penalty list which has already been spotted by the stewards in Rayskala : Penalty 8.9 incorrect rounding of turn points should read : « Within 0.5 km of ... » instead of « More than 0.5km of... » and « more than 0.5km of... » instead of « more than 1km of ... »

- The protest time after publication of unofficial results should be increased again to 24 hours, because if results are published at the beginning of the evening, they become official the next day just around the launch time when the TC's have little time to check them thoroughly.

- A recommendation should be made about task setting for speed tasks on assigned areas: The areas and the minimum time should be set in such a way that the minimum distance can be flown at a relatively low speed ~60 KpH) (See 2.5).

#### **2.4.2 Local Procedures**

Nil

### **2.5 Task setting and operations**

The task setter had a difficult time, especially during the second part of the contest when the weather was very bad. Most tasks were set to the North-East direction.

However, it was probably difficult to be more imaginative since a very strong wind was mostly coming from that direction. Furthermore, the Czech airspace was closed and thunderstorms often built up over the Harz mountains which made it difficult to set the tasks southwards.

Some area tasks were given where the pilots already needed to fly at relatively high speed (~100 KpH ) to fly the minimum distance. This gives little choice to the competitors.

### **2.6 Scoring system (use and application)**

The scorers used the German program Flaps which worked well despite the results of two days in the 15m class and one day in the standard class had to be recalculated (after having become official) due to an error in setting the parameters of

the program. Also, a small error in the day factor was found on one day. This once again demonstrated that the IGC has to check that all and any scoring program used in international Championships work as they should do.

## **2.7 Protest handling and registration**

No protests were filed.

## **3 SAFETY**

### **3.1 General safety of the event**

The general safety was good. No meeting of the safety committee was felt necessary.

### **3.2 Occurrence of incidents and/ or accidents**

There were no accidents at all.

### **3.3 Availability of medical personnel**

A doctor and a nurse were available on site.

### **3.4 Use of safety officers**

The organisers had appropriate training in case of an accident.

### **3.5 Launch safety**

The launch safety was good.

### **3.6 Pilot skills relating to safety**

The pilots have to be complemented because on some days they all landed out safely in very difficult weather conditions.

### **3.7 Suggestions for future safety enhancements**

Nil

Roland Stuck  
Chief Steward

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Steward